

Skatepark System Plan June 2008

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PORTLAND PARKS & RECREATION

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No. 179462, passed by Council August 03, 2005. Endorsed skatepark siting committee recommendations to Portland Parks & Recreation, and encourage future development of skatepark facilities.

Cover photo: Andy Lee

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Portland Parks and Recreation contributes to the city's vitality by:

- Establishing and safeguarding the parks natural resources and urban forest that are the soul of the city; ensuring that green spaces are accessible to all;
- Developing and maintaining excellent facilities and places for public recreation; building community through play and relaxation, gathering and solitude;
- Providing and coordinating recreation services and programs that contribute to the health and well being of residents of all ages and abilities.

Executive Summary

Skateboarding and freestyle BMX riding are popular, healthy recreational activities, but historically there have been few safe places in Portland for them to occur. In July 2005, Portland's City Council adopted the recommendation of an advisory committee to create a comprehensive citywide skatepark system. This skatepark system establishes a network of legal, public skateparks of various sizes throughout Portland. This helps achieve Portland Parks & Recreation's goal of "developing and maintaining excellent facilities and places for public recreation, building community through play..."

Portland Parks & Recreation (PP&R) worked with an appointed advisory committee, known as the Skatepark Leadership Advisory Team (SPLAT), to develop the citywide skatepark plan. The committee included a wide range of members representing various skatepark users as well as neighborhood representatives and technical specialists such as police, risk managers, and noise control specialists. SPLAT's goal was to make recommendations on specific skatepark sites that meet the needs of skaters while addressing the concerns of neighbors. To that end, PP&R hosted over thirty-five public meetings and open houses between January 2004 and July 2005, focusing on identifying opportunities and challenges regarding user demand, equitable access to safe, legal, public skateparks and neighborhood livability concerns.

A key goal of the process was raising the level of understanding about the issues involved in skatepark siting, management, and daily operations among the committee members and PP&R staff who would be involved in future skateparks, as well as the general public. A regional conference was organized to learn from the experience of other communities on topics including siting, design and implementation, maintenance and monitoring, and fundraising. PP&R staff consulted with parks and recreation and police departments nationwide to understand their experiences with development, operations and maintenance of skateparks. PP&R also provided online feedback opportunities to further understand current skateboarding and freestyle BMX biking demands, trends and demographics. Additionally, SPLAT visited existing skateparks around the Portland metropolitan region to familiarize themselves with successful skateparks.

Based on this research and community support during the outreach process, SPLAT recommended a three-tiered skatepark system. This system consists of three types of facilities or skateable terrain: skatespots, district skateparks, and a regional facility.

After soliciting input from 13 cities across the United States, SPLAT developed siting criteria with which to identify the most appropriate sites for free, public skateboarding facilities. These criteria provided a baseline to evaluate potential sites with regard to

¹ Portland Parks & Recreation mission, from Bureau's webpage: http://www.portlandonline.com/parks/index.cfm?c=43433

existing infrastructure, user access, and neighborhood and environmental impacts. Neighborhood coalitions and the public also vetted and approved these criteria used by SPLAT.

The public was encouraged to suggest potential skate sites for consideration at all public meetings and via the PP&R web site. Public properties within the City of Portland were measured against specific criteria. This was followed by an in-depth analysis by PP&R staff of more than 350 publicly and privately-owned sites for potential use.

In August 2004 SPLAT members, PP&R staff, public safety officers, and crime prevention staff visited more than 65 sites to evaluate and score each site based on the community-approved siting criteria. The top 35 sites were presented and discussed with the community at 12 different public open houses and workshops. SPLAT's final recommendation was for 19 sites in Portland's citywide skatepark plan.

Recommended sites included:

- 13 Skatespots
- 5 District Skateparks
- 1 Regional Skatepark

It was also recommended that additional sites on undeveloped park property be considered for potential skatepark sites during their master planning process. The ultimate goal of the system plan is to provide access to a legal, publicly sanctioned skateboarding facility within a one-mile radius of every Portlander.

The plan recommends that a single PP&R staff person be responsible for overseeing the use and programming of the skateparks, especially during the initial year or two of operation. The plan also recommends forming an advisory group to follow up on the work of SPLAT by acting as a liaison between the skateboard community and the community at large, advocating for skateparks and advising staff on maintenance and operational issues and concerns.

The resulting citywide skatepark plan identifies a network of safe, legal places throughout the city for everyone to enjoy. It also offers recommendations and opportunities to promote and encourage skateboarding and freestyle BMX riding in Portland.

Chapter 1: Introduction

Purpose of the Plan

The skatepark system plan is one in a series of topic-specific management plans and technical papers that link PP&R's overall system planning and asset management planning. These plans and papers provide information on the existing conditions and distribution of our facilities. They describe current capacity and service areas, identify gaps in service, and suggest actions needed to provide citywide service for a particular kind of experience or activity – in this case, skateparks.

Taken together these documents cover the broad array of built facilities that provide public recreation opportunities in the PP&R system. They form the basis for developing system-wide facility plans and policies to guide park development and management and will inform decision making for administrators, managers, staff and the general public.

In addition to skateparks, topic-specific technical papers have been prepared for:

- Aquatic facilities
- Community centers
- Community gardens
- Play areas
- Sports courts (tennis and basketball)

Future papers will cover sports fields, group picnic areas, botanic gardens and water recreation on the lower Willamette River.

The papers will be used in conjunction with other studies, reports and public involvement to develop system-wide facility plans and policies to help us realize the vision, goals and objectives of the Parks 2020 Vision Plan and our Mission.

Developing a System of Skateparks

Skateboarding, freestyle BMX bike riding and in-line skating (otherwise known as action sports) have become extremely popular. These sports appeal to all genders, ages, and ethnic backgrounds. Over the past thirty years, there has been a significant increase in the popularity of action sports. National studies indicate that more than 10.5 million people skateboard nationwide, making it the fastest growing sport in North America.

Action sports require specific facilities to safely accommodate them. However, when this project started, access to safe, legal, publicly sanctioned facilities was very limited.

Due to the lack of public facilities within Portland, many action sports enthusiasts resorted to practicing their sport on other public and private property. This activity has resulted in property damage, citations and arrests. To address this issue, PP&R included funding the design and construction of "two neighborhood skateboard facilities" as part of the Parks Levy approved by voters in November 2002. The Parks Levy went into effect in July 2003.

An appointed Skatepark Leadership Advisory Team (SPLAT), composed of representatives from all areas of the city, collaborated to understand the need for skateparks and craft a vision to address this growing recreational community. The SPLAT members represented diverse backgrounds, professional expertise and brought both user and non-user perspectives to the skatepark planning process. SPLAT worked with PP&R staff and a facilitator, Jeanne Lawson of Jeanne Lawson & Associates, during an 18-month process to prepare recommendations for this plan.

SPLAT and PP&R staff considered a broad range of perspectives, studied the need for skateparks, inventoried existing facilities, identified skatepark types, developed siting criteria unique to Portland's urban environment, and specified where and how many public skateparks would best serve Portland over the next 20 years.

In addition to developing the citywide system, SPLAT sought to raise the awareness and understanding by the general public about action sports as legitimate recreation activities, and skateparks as important and necessary community-supported facilities. When sited appropriately, with opportunities for the public to be involved, skateparks are successful public spaces that add to the vitality of a city, building healthy citizens and neighborhoods.

Action Sports

Skateboarding, in-line skating and freestyle BMX riding are often referred to collectively as 'action' or 'extreme' sports. While these terms are revered by some, others feel they fuel stereotypes. Generally, kids who enjoy these sports enjoy excitement, exhilaration and action. While some consider these sports to be on the edge recreationally, they are legitimate, physically active recreational outlets.

Action sports are among the fastest growing sports in the United States today, providing activities for those who may not enjoy structured team sports or who want something more individualistic. These sports are available at minimal expense—with no fees, coaches or practice schedules. All they need is low cost equipment and a safe, accessible place.

Action sports are increasingly popular as shown by the 2004 *Superstudy of Sports Participation* by the American Sports Data company. Table A shows there are more skateboarders than there are baseball players, and their average age is several years

younger than those who play baseball. It also indicates a larger number of in-line skaters than many mainstream team sports, though this number includes all in-line skaters, not just those who use skateparks.

Table B shows the frequency of participation and indicates that both skateboarders and BMX bike riders are very active, ranking second and fourth respectively, in terms of average annual days of participation among this broad selection of common sports.

The label "extreme sport" is outdated for skateboarding, as is the stereotype of skateboard kids--radical daredevils with multicolored hair who hang out on street corners. Now a mega sport that attracts the whole family, skateboarding is called an alternative or action sport, with skate parks being built nationwide.

From "Get aerial: skateboarding is flying high as an American pastime. Now mainstream, it's the choice sport for many families."

Better Homes & Gardens (6/1/2002)

Table A: Several Sports Ranked in Order of # of Participants

Sport	# of Participants	Average Age
	(in thousands)	
Bicycling (Recreational)	52,021	29.0
Basketball	34,223	23.8
Golf	25,723	40.6
Volleyball	22,216	27.5
Tennis	18,346	31.6
In-Line Skating ²	17,348	20.2
Football	16,436	21.1
Softball	16,324	28.6
Soccer	15,900	17.6
Skateboarding	10,592	14.4
Baseball	9,694	19.4
Martial Arts	6,898	24.1
BMX Bicycling ³	2,642	24.7
Wrestling	2,303	21.6
Ice Hockey	1,998	24.5

Source: The Superstudy of Sports Participation, Volume II, Recreational Sports (2004). American Sports Data, Inc. Hartsdale, N.Y.

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² The *Superstudy* does not differentiate between those who in-line skate in skateparks vs. those who practice their sport on the street or other places. Therefore, this data does not necessarily indicate the relative popularity of use of future skateparks by in-line skaters.

³ The Superstudy does not differentiate between BMX bike riders who enjoy their sport in skateparks (called freestyle BMX bike riding) and those who ride on dirt track. Therefore, this data does not necessarily indicate the relative popularity of use of future skateparks by BMX bike riders.

Table B: Several Sports Ranked in order of Average # of days participated/year

Sport	Average # of days participated/year
Martial Arts	77
BMX Bicycling	58
Football	53 (Tackle), 21 (Touch)
Skateboarding	48
Bicycling (Recreational)	48
Softball	48 (Fast-Pitch), 22 (Slow-Pitch)
Baseball	44
Ice Hockey	44
Wrestling	42
Soccer	39 (Outdoor), 28 (Indoor)
Basketball	38
Volleyball	27 (Court), 9 (Grass)
Golf	24
Tennis	22
In-Line Skating	20

Source: The Superstudy of Sports Participation, Volume II, Recreational Sports (2004). American Sports Data, Inc. Hartsdale, N.Y.

ACTION SPORT BENEFITS

Action sports provide a variety of benefits. The primary benefits are physical, in that these sports promote motor skill development, general fitness, balance, coordination, and aerobic exercise. This helps address concerns about childhood obesity.

Social benefits come from the use of limited space in skateparks. This requires a large degree of sharing and cooperation among the users. Self-esteem, discipline and patience are developed as new tricks are practiced and perfected.

There are also community benefits from skateparks. Economic benefits are generated through retail sales and events. There is a reduction of damage on public and private property. Community gathering opportunities are created as new, legally sanctioned places for these athletes to practice their sport are developed.

According to the Kaiser Family Foundation, kids devote 6½ hours a day to engaging in media (television, the internet, video games, etc.) as compared to 1½ hours a day spent in physical activity. Access to a skate facility provides kids opportunities to get outside and be more active. The National Recreation and Parks Association has identified youth and adult obesity as a national priority. Skateparks would help to address this issue.

ACTION SPORT PARTICIPANTS

Action sport participants are sons and daughters and the kid next door. They are people of all ages and backgrounds, young and old, male and female. They are mechanics, lawyers, architects, teachers, moms, and even grandparents. While action sport participants are a diverse group, the Skatepark Association of the United States of

America (SPAUSA), a non-profit that helps communities understand and build new skateparks, reports that the average skateboarder is a male between 7-16 years old. They also report that skateboarders find art and music to be their favorite school subjects. A 2004 study of sports participation (Table C) shows that skateboarding has the lowest average age of many common sports activities. This age range is significant because a large number of skatepark users are not old enough to drive, and can not easily get to facilities far from their homes.

Table C - Average Age of participants from youngest to oldest of Several Common Sports

Sport	Average Age	
Skateboarding	14.4	
Soccer	17.6	
Baseball	19.4	
In-Line Skating	20.2	
Football	21.1	
Wrestling	21.6	
Basketball	23.8	
Martial Arts	24.1	
Ice Hockey	24.5	
BMX Bicycling	24.7	
Volleyball	27.5	
Softball	28.6	
Bicycling (Recreational)	29.0	
Tennis	31.6	
Golf	40.6	

Source: The Superstudy of Sports Participation, Volume II, Recreational Sports (2004). American Sports Data, Inc. Hartsdale, N.Y.

"Skating is a part of my children's lives. They are every day in front of my house with a group of 2-4 kids using our double driveway in a supervised manner. These are kids that are honor students. They are safety conscious. They are soccer and basketball players, runners and snowboarders at the JV varsity state competition and national levels. They do not want to get into a situation that they will be injured by hotshots out of control at Burnside but they love to skate. They also don't appreciate the drug, alcohol, and cigarette scene at Burnside. These are 15-18 year old boys. My older son, now in college, was shocked to find his ability to skate curtailed by the school of his choice. He uses this time as centering and away from study time. He also uses the skateboard to stay in shape for snowboarding as he is competitive there. He will probably change schools because of the school's skateboarding regulations. Skateboarding is not just for rebels. If the good kids had a place they felt comfortable going they would be there."

Parent of skateboarders responding to PP&R survey

A Brief History of Skateparks in Portland

Portlanders have been asking the City to provide public skatepark facilities for more than 30 years. Committees have been formed, sites selected, and plans made for development. Yet each time, for a variety of reasons, plans did not result in actual construction or opening of any free public skateparks.

At times, the process for site selection was called into question, as no effort looked citywide for all potential public sites. In other instances concerns of neighbors or City liability prevented completion of plans.

In 1990, after years of what was perceived as neglect by the City, skaters built their own facility, the Burnside Skatepark, under the east end of the Burnside Bridge. This facility helped to deter many illicit activities in the area, and earned the support of many local businesses. While the City later sanctioned this facility, it is still primarily cared for and maintained by its users, not the City.

In 2001, PP&R, the St. Johns Neighborhood Association, the Army National Guard, Luke Akers (a local skater) and Buzzy Morales (a skatepark designer), designed and built a public facility in Pier Park. It was constructed as a community service project, allowing the Guard to practice working with concrete. Local neighborhood and police supported this effort as a way to provide for the needs of youth in the area. Unfortunately, design and construction flaws made it undesirable for more experienced skaters. Beginning skaters and BMX bikers made use of it, but it did not meet the growing demand.

For years, it was the City's only public skatepark, but the 2002 Parks Levy included funding to site and develop two new skateparks. With funding in place, the City began to address this long-unmet need and plan for the future. Staff convened an advisory committee and researched past planning efforts, both locally and nationally. Recommendations for ensuring a successful siting process were made to PP&R management and SPLAT. These recommendations were adopted as goals for the skatepark system, and became the starting point for a study of potential sites around the City. (See Appendix A for more detailed history of the process).

Chapter 2: Goals and Objectives

Goals of the Skatepark System

Portland's skateparks are and will be great places for Portlanders to stay active while providing safe, legal, publicly sanctioned places for action sports participants to develop skills and abilities. General goals for the skatepark system – which both Portland Parks & Recreation and the SPLAT advisory committee agreed upon include:

- Enhancing our community by offering safe, legal, positive, and supportive atmospheres for skatepark users & spectators to enjoy.
- Promoting skateboarding, BMX freestyle bike riding and in-line skating as legitimate recreational activities within our community.
- Providing facilities for skateboarders, BMX freestyle bike riders and in-line skaters.
- Providing skatepark opportunities in all geographic regions/districts within the city.
- Providing some all season/all weather opportunities.
- Providing some extended, all-hour skating opportunities.
- Providing public/private partnership opportunities.
- Promoting tourism and economic opportunities as they relate to skatepark usage.
- Siting facilities in areas that are accessible to youth.
- Promoting development of skateparks in neighborhoods under-served by parks and recreation opportunities.
- Providing a tiered system that provides a range of facilities with varied amenities and features
- Providing for both street skaters and 'tranny' (transition) style skating with large bowls, pools and half pipes.
- Ensuring the hiring of qualified design-build firms to provide safe, compelling, and usable skateparks.

Goals of the Siting Process

Additionally, PP&R and SPLAT agreed on the following goals for a successful process for selection of potential sites:

- Sites considered needed to meet a set of publicly agreed-on criteria.
- Criteria needed to include usability and safety for those using the facilities and address concerns and impacts on those living near them.
- Neighbors and surrounding landowners needed to be involved early in the process.
- All potential users needed to be involved in the siting, design, and construction process.
- Incorporating learning from other municipalities to understand their experiences with skateparks.

- Both current and future demand on the system need to be considered therefore undeveloped parks should be matched against the selection criteria for potential skatepark development when they are being master planned.
- Education needs to be a component of the siting process to help address the public's stereotypes of skateparks and their users.

How Skateparks Fit with PP&R Priorities

Portland Parks & Recreation strives to provide safe, equitably distributed recreational opportunities for the residents of Portland. Our motto of *Healthy Parks*, *Healthy Portland* speaks to the importance of developing a healthy population and a healthy community, both traditionally and in new ways.

Parks 2020 Vision acknowledged the need to accommodate recreation such as skateparks as follows:

"Emerging recreational activities place new demands on an already strained park system. The city is unable to satisfy rapidly growing public demand for skateboarding." (*Parks 2020 Vision*, p. 25.)

This effort is part of PP&R's response to growing public demand. A network of skateparks aligns well with PP&R's priorities.

"My son is 9. He used to like video games. I haven't seen his Gameboy for over a year. He likes me and his dad to interact with him; watch his new stunts and just hang out with him. He is making friends with other kids who skateboard. He has always been very shy and forewent playdates until last year (3rd grade). Now he takes his skateboard and plays with other kids and he also isn't too shy now to speak to adults. I can't help him so he will open up and talk to the skateshop owners about what he is looking for in a wheel or bearing, etc."

Parent of skateboarder responding to PP&R survey

Chapter 3: Issues

Skateparks, like all recreational facilities, require extensive planning and thoughtful design to ensure their continued success. While skateboarding and skateparks have been around for a number of years, public facilities are still relatively new. There is a range of design and operational issues which, when considered and dealt with early, contribute to more successful outcomes. Further, for various reasons, skateparks tend to be controversial for some. While they generate a good deal of excitement among potential users, they generate mixed reactions among potential neighbors, ranging from enthusiastic support to fear and aggressive opposition.

Considering and responding to potential concerns among those with apprehension about skateparks can be critical to the success of skatepark facilities. What follows is a brief discussion on the range of siting, design, construction and operational issues related to skateparks that were considered during the development of Portland's skatepark system plan and how they might be addressed.

Siting Issues

Siting affects the overall success, or failure, of a given skatepark. One of the historic challenges of building skateparks in Portland has been finding suitable locations that meet the needs of the users and address the concerns of the neighbors living nearby. The siting criteria used for PP&R's process are discussed elsewhere in this document, but the issues they address are outlined here.

VISIBILITY/CPTED

Based on discussion with skatepark users and other jurisdictions, it is clear that the location of skateparks is critical. In some situations, skateparks have been tucked away in the back corners of parks, hidden from view. Skateparks that are hidden from view are the same ones that are reported to have the most problems. It is a challenge for both the neighbors and the users who want a safe place to practice their sport if the skatepark cannot be easily monitored.

Good visibility has several advantages. It provides 'natural' surveillance that deters those who may come with the intent of causing problems, it allows for quicker response to emergency situations and it helps legitimate users feel safe. High visibility is also beneficial because skating is popular as a spectator sport. Using the principles commonly found in Crime Prevention through Environmental Design, or CPTED, the likelihood for success of these facilities can be improved.

DISTANCE FROM RESIDENCES

While ensuring visibility of skateparks is important, so too is ensuring that the noise associated with their use does not adversely impact those living nearby. This is best addressed by selecting a park large enough where the skatepark can be placed at least 200 feet from the nearest residential property. At this distance the noise generated by users of the skatepark will likely dissipate to a level no greater than other ambient noises such as traffic noise. Adequate noise dissipation is dependent on the materials used for construction. Concrete surfaces generate the least noise when skated on, while steel ramps produce the most noise.

POTENTIAL NEIGHBORHOOD IMPACTS

Properly sited skateparks tend to enjoy the support of the community. Yet for some who may not have experience with these facilities, there are often a range of concerns which come up during a siting process. These concerns may be born of fears, misperceptions and stereotypes, or genuine impacts. A Portland State University graduate student research project found that much of the resistance to skateparks by neighbors and businesses is grounded in misperceptions.⁴

Although I applaud the efforts taken to date, my experience over the last few years with the Westmoreland Park Master Plan process is that the complainers and naysayers are given way too much latitude and are allowed to dominate the process. Further their factual distortions and outright lies go unchallenged by PP&R resulting in misinformation being taken as fact. This comes at the expense of the constructive energy and efforts of those who truly want to work in a collaborative manner. PP&R will need to do a better job at controlling the process and limiting those whose only intention is to derail the siting process.

Quote from Parent in on-line survey

Noise Levels

One concern identified by community members is the potential noise that a skatepark would generate. However, several recent noise studies, including those done by the City of Portland's Noise Control Officer, have shown that skatepark use produces comparable noise to the measured ambient sound levels that already exist in parks, and it is not generally as noisy as a baseball field, or a basketball court.

These studies have indicated that skateboards produce intermittent noise: noise that occurs occasionally from the 'popping' tails and 'grinding' of the aluminum trucks (the axle of a skateboard) on the steel coping surfaces sometimes found at the location where vertical and horizontal surfaces meet. These skateboarding sounds are not sustained over

⁴ The Urban Grind: Skateparks – Neighborhood Perceptions and Planning Realities. Aperio Consulting; 2005; page 1.

long periods of time and are often attenuated by the distance that they are placed from the closest neighbors.

Therefore, appropriate placement is one very effective mitigation strategy. Another approach used by PP&R is the careful selection of parks that exist in louder ambient environments. Distances from 200 - 250 feet will normally allow the recorded skateboard noises to meet the normally permitted daytime sound level (decibels-55 dBA Fast measurement) in residentially zoned neighborhoods in Portland.

Trash and Graffiti

Another concern is that skatepark users generate more trash and bring in new graffiti. Trash and graffiti are significant concerns for all park facilities. Skateparks, like all popular recreational facilities, will undoubtedly generate additional trash; however, users help with keeping the inside of the skatepark clean and older skaters have helped with picking up litter in the surrounding areas.

Currently graffiti is dealt with by documenting it, reporting it to public safety partners, and removing it as soon as possible. Many regular users develop a sense of ownership for 'their' facilities and recognize the challenges faced during the siting and development process. It is thought that people who are not regular skatepark users are the source of most vandalism and graffiti, therefore the busier skateparks are, the less likely they are to suffer vandalism at the hands of people with no stake in the care of the park.

Parking

Skateparks generate additional use and may create new demands for parking. This is of concern at sites such as Gabriel Park, where parking is already inadequate to meet the need. While the average skateboarder is younger than legal driving age, there are many who would drive, or be driven to the skatepark. Anecdotal evidence revealed that most over the age of 10 either came by bus or were dropped off. Skaters old enough to drive frequently drove to a park that was more than one mile from their home.

Appropriate levels of parking needs to be considered for each site type as they are planned. It is the experience of local skatepark providers that one parking stall per 1,000 square feet of skatepark is adequate to meet the need. Access to public transit also helps alleviate parking concerns.

Crime

An increased level of crime was a frequent concern of neighbors of potential new skateparks. Discussions with Portland police and police in communities where skateparks have been in place for years, indicate that criminal activity in parks reflects the level of crime in a given neighborhood. This was true for skateparks as well.

Similarly, the Urban Grind research report found in "questionnaires and interviews that neighbors and staff [from cities where skateparks exist] had not witnessed serious crime

at skateparks. At Pier Park in North Portland, neighbors reported that the skatepark actually served to improve the parks problems by bringing in more users and more 'eyes on the park.'"⁵

"A flagship skatepark was today credited with causing a dramatic drop in youth disorder on a city plagued by trouble on its streets...Residents in the area – once dubbed Little Bosnia because of persistent problems with antisocial behaviour – say vandalism and other petty crime appears to have reduced substantially since Edinburgh's first council-run skatepark was launched last month...Police in the area today also confirmed they had received fewer calls related to youth disorder in recent weeks."

Quote from The Scotsman: http://news.scotsman.com/

DESIGN AND CONSTRUCTION ISSUES

A lesson learned from the original Pier Park skatepark is that simply being able to work with, and form, concrete does not mean one can build a quality skatepark. The successful design and construction of quality skateparks is a combination of skill and craftsmanship. Each facility should be unique to provide diverse terrain and a quality user experience.

Local skatepark advocates and other jurisdictions advised inclusion of the end users in the design of each new facility. They also argued strongly that design-build firms, particularly ones that have skaters on staff, are more likely to produce a park which provides for a diverse range of skills, a compelling skating experience and a skatepark that is more valued by the end user.

User Issues

Providing our community with a variety of safe, challenging, and fun recreation opportunities is a critical part of PP&R's mission. PP&R aims to accommodate most residents' recreational needs and provide opportunities that match people's interest and skills. This holds true for skateparks too.

Skateparks serve a variety of public interests. The primary users are skateboarders, freestyle BMX bike riders and in-line skaters, who all seek safe, legal places to practice their sport. Besides those who actively use the facility itself, many people enjoy watching these athletes. Therefore new skateparks need to provide space for spectators as well. This includes not only parents but others who come specifically to be part of the scene. Skateparks contribute to the ability of teenagers and others to socialize and be part of a community.

⁵ Ibid, pg. 11.

DIFFERENT USERS

The ongoing controversy about the shared use of skateparks by BMX riders came up repeatedly during the siting process. The issues around this controversy include access to a public facility, concerns about personal injuries and the potential for damage caused to skatepark facilities by bikes.

After considerable thought and discussion, PP&R management made the policy decision to allow freestyle BMX use in its public skateparks. The City does not and will not support outright exclusion of one group in favor of another at our public facilities.

The issue of potential injuries will be addressed through education about skatepark etiquette for new users and through other management efforts. Damage to the concrete and coping will be addressed through management approaches (to allow the use of stunt pegs or not) and the selection of appropriate materials.

"Riding a BMX bike was the best thing to ever happen to my son Ben. Racing was not for him. It is not about being first, it is about the ride, getting the good line, doing the rail, having fun. I know that BMX and the Burnside skatepark have kept my son out of trouble and made him a fine young man who still loves to ride his bike. There are lots of young ones who have learned a lot from the kids who've grown into men [in these skateparks]. Portland is the Best City and fair to all. Keep it that way. Let's Share. Thanks, D."

Parent of BMX rider responding to PP&R Survey.

DIFFERENT NEEDS OF USERS

The value of a skatepark system is that it provides for the various needs of the users, both in terms of the types of obstacles and features, and in terms of varying skills and abilities. User input surveys conducted by the City of Portland indicated that generally younger skaters tend to enjoy street style skating areas with ledges, stairs, ramps, and rails, while older skaters tend to enjoy skating the bowls, pools and walls with smooth, fluid transitions ('tranny' skating).

Seventy-nine percent of those under the age of 24 preferred street skating. However, older skaters were often more active in speaking for their needs, attending public meetings and lobbying for the features they want. Skaters in the single digit ages are understandably not as vocal or politically active, so it is important to find ways to ensure that their input is heard, and to keep their needs and wishes in mind when designing future facilities.

In addition to considering the range of features, it is also important to consider and build for the range of skills among these athletes. As skaters' skills improve, the need for greater challenges increases. Providing facilities that continue to engage athletes as they improve is important.

Facilities and amenities repeatedly requested at skateparks include drinking fountains, restrooms and access to food services and mass transit. Covering skateparks makes them more usable. The larger the facility, the more services it should provide.

PERCEPTIONS ABOUT USERS

A frequent challenge to the construction of new skateparks is the stereotypes about skaters. People have negative images about skaters because of the damage they cause to public and private property, which is often because there are no legal skateable places. There are also negative impressions of skaters and BMX riders themselves. People often think that providing a place for them will attract crime and drugs.

"The sport itself is not a problem, it just happens to attract a certain type of male."

"The kids hanging around a skater park are not wanted in a family neighborhood."

Quotes from comment cards at public meetings on skatepark siting

These stereotypes have been strongly held, as some of the quotes on this page indicate. It is likely that these are from a vocal minority, as illustrated by the results in The Urban Grind, the study of perceptions versus realities of neighborhood livability impacts of skateparks. One of their primary findings was that "neighbors [of existing skateparks] have predominately moderate views regarding skatepark impacts." Their surveys of neighbors around two Portland area skateparks indicated that "the majority of neighbors around both parks were somewhat positive (35%) or neutral (31%) about the skatepark."

Negative perceptions are often based on misconceptions about who skaters are, or the potential impacts that might be brought to a neighborhood by a skatepark. Providing outreach about the potential users of skateparks, their needs, and the City's obligation and intent to respond to these needs proved successful in educating the public and diminishing concerns. The use of siting criteria to mitigate or address other concerns further helped reduce people's concerns about potential impacts.

Safety and Injuries

A concern often expressed about skateboarding and the public liability for skateparks is the rate of injuries. While injuries do occur, the severity may be less than one would think.

Skatepark System Plan

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⁶ The Urban Grind: Skateparks – Neighborhood Perceptions and Planning Realities. Aperio Consulting; 2005; page 14.

⁷ Ibid, pg. 14.

An article by the Consumer Product Safety Commission in the *Journal of Trauma*, Oct. 2002 quantified the risk of skateboarding in relation to other sports activities. Their research totaled the number of skateboarding injuries per active skateboarder and compared these to other active sports including hockey, football, and basketball. Skateboarding had an injury rate of 8.9 emergency room-treated injuries per 1,000 participants and in-line skating had an injury rate of 3.9 per 1,000. By comparison, basketball had an injury rate of 21.2 injuries per 1,000 players. The *Journal of Trauma* concluded in their report that, "Skateboarding is a relatively safe sport."

While skateboarding is relatively safe, PP&R is committed to minimizing risks through good design, routine maintenance, proper selection and use of materials. PP&R will also inform participants that these activities are considered hazardous and that the participant should take precautions.

Anecdotal information revealed that most serious injuries occur within the first three months after beginning the sport. One third of all skate injuries happen in a beginner's first week of skating. Most reported injuries in skateparks occur within the first month after opening. This occurs because users are still trying to figure out their skate lines in the park. Heidi Lemmon, Executive Director of SPAUSA points out, "most of the people who get involved in this sport realize they are probably going to get injured," in the *Insurance Journal* (Aug. 21, 2006)⁸. The same is true for other action sports.

Liability

Doug Wyseman, a public sector risk management specialist, addresses the topic of liability in his book *Risk Management and Skateboard Parks* (Municipal Risk Services, Ltd., 2004). He says that, "while there have been numerous injuries (most of which are relatively minor) related to skateboard use, there have been very few claims made against the owner of the property where the injury took place." He continues, "certainly the claims experience from use of playgrounds, playing fields, ice skating rinks and other recreation facilities is far worse than that related to skateboard parks."

The City of Portland's Risk Management office has determined that liability for skateparks is the same as any other free public sports facility – all sports are played "at your own risk."

⁸ Wells, Britton. "Claims Myth Fuels Fear of Building Skateboarding Parks," Insurance Journal, August 21, 2006.

⁹ Doug Wyseman, <u>Risk Management and Skateboard Parks</u>. Municipal Risk Services, Ltd., 2004, pg. 2. Emphasis in original.

Chapter 4: Existing Conditions

When this document was written (September 2007), the process for selecting sites for new skateparks in Portland had been concluded for two years. Several new skateparks have been built, and more are in the design and development phases. The system is slowly being implemented. The City Council has recognized the need for public skateparks, and Council members have publicly endorsed the building of more facilities. The Mayor and other Council members have attended opening celebrations for new skateparks and have supported them with funding.

Legal Status of Skating in Portland

Many ordinances have been passed concerning skateboarding through the years (see Appendix A for details). Currently it is legal for skaters, BMX bike riders and in-line skaters to use most of the downtown city streets as other bike riders do (Ordinance # 175211). Oregon State law requires children under 16 to wear a helmet.

Portland's City Council has also endorsed the recommendations of the advisory committee for the citywide skatepark system (Ordinance # 179462).

Existing Level of Service, Distribution and Access

Currently there are three public skateparks in the City. They are the Pier Park and Glenhaven skateparks in north and northeast Portland, which are considered district parks, and the smaller Holly Farm skatespot in southwest Portland. Currently these parks are uncovered. They are open from dawn to dusk. Lighting is not available at this time.

Besides these three public facilities, there is the Burnside skatepark located under the east end of the Burnside Bridge, which is primarily managed by the users. The City's commitment to this site includes provision of portable toilets and trash removal, for which PP&R takes responsibility.

Two additional district parks are in the design phase, with construction expected in 2008. These are in Gabriel Park in southwest and Ed Benedict Park in outer southeast.

Reports from maintenance and operations staff about developed skateparks indicate that these facilities are getting constant use, typically more than other recreation facilities in the same parks. Anecdotal reports indicate that users are coming from all areas within and around the city by foot, mass transit and car.

Estimate of Current and Future Need

PP&R conducted significant research to determine the need for skateparks. Information regarding service levels and demand was minimal and there was little agreement about the information that was available. There are no national standards or methods for determining the need for skateparks or their space requirements as there are for other, more regulated sports such as baseball, football and tennis. Therefore, PP&R sought recommendations from other jurisdictions regarding their approach to this issue at the beginning of the siting process.

PP&R found two professional organizations that had done research into the planning, design, and management aspects of skateparks. The Skatepark Association of the United States of America (SPAUSA) is a non-profit that provides information to communities about the siting, design and construction of skateparks. The Southern California Skatepark Coalition (SCSC) is a coalition of public agencies, skatepark associations, design and construction firms, and the California Joint Powers Insurance Authority. These organizations' findings were useful in the project-scoping phase, especially those that addressed the question of need and the popularity of these facilities among the users.

SPAUSA reported that when they polled park and recreation departments, skateparks were the top choice of facilities for teenagers. Research by PP&R staff found that park and recreation directors from across the United States considered their public skateparks to be extremely valuable assets to their communities. They repeatedly said that the money they spent on their public skateparks was a wise investment because those facilities received, on average, more daily usage than any other facility they offered.

"According to Sporting Goods Manufacturer's Association International's analysis of the current Superstudy of Sports Participation, extreme sports are an established trend and here to stay."

Extreme Sports have National Appeal. Parks & Recreation (Magazine)
October 2004

Those jurisdictions identified spin-off benefits from the skateparks as well. They encouraged those considering adding a skateparks to observe the interactions at existing skateparks where it is common to see and hear people of all ages – skaters and non-skaters alike – encouraging the participants. It is a highly engaging spectator sport, which helps to break down age and cultural barriers, build community, and eliminate stereotypes.

When Portland began its skatepark siting project, SPAUSA and the SCSC both recommended using a formula of at least 10,000 square feet of skatepark for every 50,000 residents. Today, that number is changing as additional skatepark advocacy groups analyze the space requirements for individual users and the overall system.

Determining the specific number of skaters to be served required some estimating. According to American Sports Data (2005), there are roughly 11 million skateboarders nationwide. The U.S. population is 300 million (2005 Census estimate), so a percentage of skateboarders would be estimated at 3.66% of the population. Applying that percentage to Portland's current population of 563,000 (2006 Portland State University Population Research Center estimate), Portland likely has at least 20,600 skateboarders now, and by the year 2020 there will be upwards of 24,000 based on a projected population of 655,000. These numbers do not account for freestyle BMX riders or inline skaters who also use skateparks.

This report found that skateboarding is the fifth most frequently preformed outdoor activity for all ages. Behind walking, jogging, and gardening but done more often than soccer, football, tennis, baseball swimming and golf.

An Assessment of Outdoor Recreation in Washington State A State Comprehensive Outdoor Recreation Planning (SCORP) Document 2002-2005 State of Washington October 2002

Based on the information available, with an understanding that use and demand would grow over time, PP&R decided to initially plan for a system of 150-350,000 square feet with 9 - 16 park locations as a way to meet the current demand.

Chapter 5: Recommendations

The City of Portland has long recognized the growing demand to provide facilities for emerging recreational activities. This was why the 2002 Parks Levy included funding for the siting, design, and development of two new skateparks.

Early in the process, the SkatePark Leadership Advisory Team (SPLAT) determined that two new facilities would not be enough to meet even the current demands. They and PP&R staff agreed that the Levy funds should be used to develop these first few sites, and do a comprehensive siting study to identify additional viable sites for future skatepark development. Together, staff and SPLAT developed the goals for a system, completed a search for workable sites, and ultimately recommended developing a comprehensive skatepark system that would:

- Provide easily accessible, safe, supportive environments;
- Be open to the public and equitably distributed around the city;
- Provide a range of opportunities for people of all skill levels, with facilities of varying sizes and elements to meet the needs for different terrain.

SPLAT recommended a three-tiered system consisting of one regional skatepark, several district skateparks, and many small neighborhood skatespots as follows:

- The largest facility, a 40,000+ square foot regional skatepark, could accommodate 200-500 users at one time, host local and regional competitions and bring travel and tourism to the city. This is estimated to cost from \$2 to 3 million, plus the additional costs of lights, parking, and other amenities.
- Four to five mid-size district skateparks (10,000+ sq ft) that could accommodate 40-100 users, and could potentially be covered and lit for extended use throughout the year. Each of these facilities could cost from \$700,000 \$1 million or more depending on added amenities.
- Five to ten smaller neighborhood skatespots (1,500-8,000 sq ft) would be designed to offer neighborhood users a closer location to learn basic skating / BMX techniques in a safe environment. They could cost from \$75,000 to \$500,000 each.
- The total cost to develop these skate facilities can range from \$4.7 million for fewer and smaller facilities to \$13 million for more and larger facilities.

Cost estimates are included in this document for <u>planning purposes only</u>. Costs vary widely depending on the type of skatepark being built. Flat courses currently cost about \$40/sq ft and transitional courses are about \$70/sq ft, including soft costs. These are

based on 2007/08 construction costs. Materials costs are escalating too rapidly to allow for any certainty of estimates. As sites are chosen for development, detailed scoping and estimating will be done for budgeting purposes.

SPLAT identified a total of 19 sites that met the criteria for skatepark development. They proposed the exact location within the park and the size for each skatepark during their site visits.

The following sites were recommended to City Council:

Site	Area	Size	Status
Kenton	North	6,000 - 8,000 sf	
Pier Park	North	11,000 sf	Built
University Park	North	8,000 - 10,000 sf	
Alberta Park	Northeast	5,000 - 6,000 sf	<u> </u>
Fernhill Park	Northeast	10,000 -12,000 sf	
Glenhaven Park	Northeast	11,000 sf	Built
Parkrose High School	Northeast	10,000 -12,000 sf	
Brentwood Park	Southeast	4,000 - 6,000 sf	
Lents Park	Southeast	5,000 - 6,000 sf	
Powell Park	Southeast	2,000 - 3,000 sf	
Westmoreland	Southeast	8,000 - 10,000 sf	
Woodstock Park	Southeast	4,000 - 5,000 sf	
Holly Farm	Southwest	2,800 sf	Built
Gabriel	Southwest	10,000 -12,000 sf	In design
Berrydale Park	Outer East	5,000 sf	
Ed Benedict	Outer East	8,000 -12,000 sf	In design
Ventura Park	Outer East	7,000 - 9,000 sf	
ODOT Steel Bridge	City Center	30,000 - 35,000 sf	
ODOT I-405	City Center	10,000 - 12,000 sf	

If these recommendations are followed, the resulting system would be:

Area	Size
North	26,000 sf
Northeast	30,000 sf
South East	21,000 sf
Southwest	14,000 sf
Outer East	20,000 sf
City Center	40,000 sf
Total	151,000 sf

The SPLAT committee addressed the need to grow the system over time. They recommended that the siting criteria be used to measure future sites for a skatepark. These would be applied to the handful of undeveloped park properties that were considered as potential sites in the future. Any undeveloped park property would need to undergo a master planning process to determine if a skatepark would be appropriate for the site. If, during that master planning process, a skatepark fits the siting criteria and is recommended, it would then go on the list for future development of a skatepark facility.

SPLAT committee recommended that the planning committees for the Thompson, Beech, Glenfair, Parklane, and Gates properties discuss the potential for skateparks during the planning process for these parks.

Program Coordinator Position

The management and operation of skateparks brings complexity and variety of issues. During the first few years of Portland's new skatepark facilities it would be prudent, indeed even critical to the success of the program, for the Bureau to assign a point person for skateparks. Their duties could include:

- Coordinating community outreach for Portland's skatepark system.
- Fielding concerns, questions, comments from the non-skater community during ongoing development of skateparks.
- Fostering relationships with users, maintenance crews and neighbors of each of the existing skateparks to address evolving maintenance issues, operational concerns, user conflicts, mentoring, user stewardship and maintenance, etc.
- Visiting skateparks periodically to observe and record data that may help develop and maintain the skatepark system.
- Troubleshooting and resolving problems as they arise.
- Working with recreation staff to develop programs that make best use of new facilities, teach etiquette to beginners, and foster stewardship among users.
- Helping prioritize and coordinate development of new skatepark sites (through collaboration with capital project managers).
- Monitoring, analyzing, and reviewing progress on a variety of operational issues such as volume of use, potential user conflicts, facility programming, wear and tear, and vandalism.
- Leading the Bureau's adaptive management response, generating or updating policy as it relates to skatepark best management practices.
- Identifying issues in past skatepark project developments and determining potential solutions to help streamline the process (e.g. streamlining the permitting process).
- Working with a Skatepark Advisory Committee (see below) to integrate that group's plans, ideas, concerns, and other findings into PP&R's skatepark system planning, development and management.

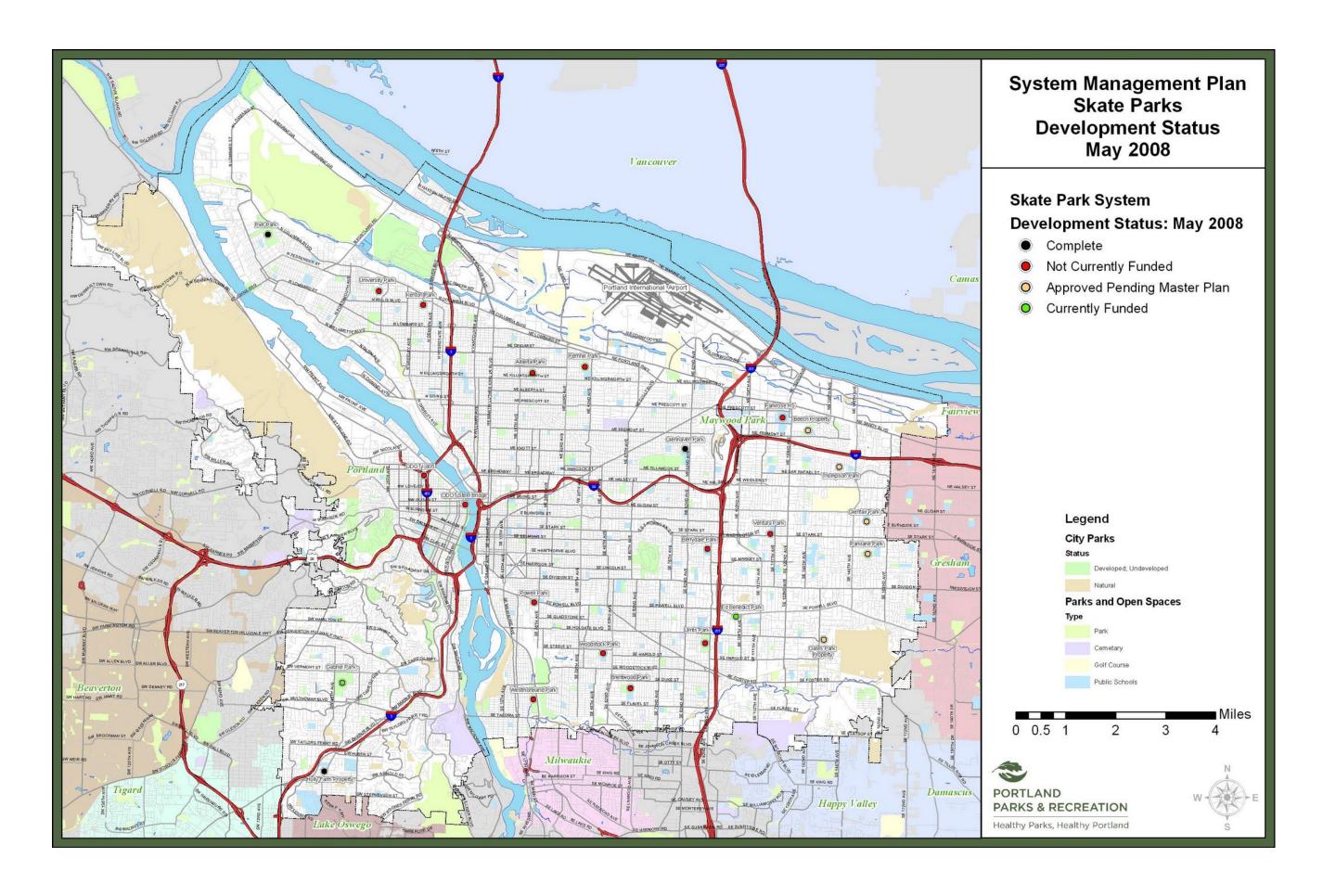
Skatepark Advisory Committee

The original SPLAT committee was critical in the selection of appropriate sites for new facilities throughout the city. It provided a broad spectrum of expertise, interest and understanding when faced with difficult decisions. In that same light, a follow-up committee would be incredibly beneficial to help ensure that the new facilities are well run, that there is public support, and that the system remains responsive to changes and challenges.

They can also keep the Bureau on track with their goals. This committee should include a diversity of skatepark users as well as neighborhood representatives and other community members interested in developing and maintaining Portland's skatepark system.

Roles and responsibilities for a committee might include the following:

- Representing the full breadth of skatepark users and those interested in their success to help keep PP&R on track and balanced in serving all users of the system.
- Ensuring that skateparks are considered when planning begins for undeveloped parks, particularly those already addressed in SPLAT's original recommendations.
- Exploring and vetting new ideas not discussed originally by SPLAT, such as "skatedots".
- Acting as liaisons to the community of users and broader community for skatepark issues and advocating for skatepark issues with staff.
- Advising recreation and maintenance staff on user and community issues and concerns.
- Investigating potential funding opportunities through private donations, grants, and other means and developing partnerships with interested organizations.
- Helping prioritize the development of future skatepark sites.
- Brainstorming creative ideas that can help Portland's skatepark system reach its highest potential by growing and adapting in the most effective ways.



Chapter 6: Management and Operations

The operations and management of public skatepark facilities are relatively new to PP&R, but staff has been anticipating the broad range of management issues and operational needs of these new facilities in order to determine appropriate management approaches. While PP&R has learned a great deal from others, there is much more to learn as our skatepark system develops.

Like other recreation facilities, the best management approach will come through trial and error, or by modifying an approach. Since no two neighborhoods or skateparks will be the same, flexibility will be important.

What follows is a series of short discussions on various management and operational topics and recommended approaches. These are a combination of first-hand experiences and lessons learned from other jurisdictions over the past few years. In some cases, questions are posed where we want to pay close attention as new facilities begin operations.

Maintenance Needs

Maintenance at each skatepark will be done through a combination of routine inspections, work orders and capital projects. A skatepark should receive a daily routine walk-through by the park technician to remove trash and obvious hazards such as rocks and broken glass and inspect the park for damages. This is expected to take 15 - 45 minutes per site per day. Routine maintenance should include a visual inspection for chips or cracks in the concrete surfaces as well as the steel surfaces.

Currently at Pier Park, park managers provide a job box with a collection of do-it-yourself supplies to allow the users to assist with the day-to-day operation and maintenance. By providing paint and other cleaning supplies, users can respond more quickly to graffiti and trash. Similarly, brooms and other supplies will allow users to remove leaves, stones, and other debris that might end up on the skating surface. This is intended to let them take on some ownership of the site to ensure its success. To date the users have not taken advantage of these supplies. It will likely take some further efforts on the part of the Bureau to develop these efforts, to establish some sort of volunteer or Friends program to assist with care and maintenance of these facilities. This should be the work of the Program Coordinator.

Based on estimates from other sites, an area of about 20,000 sf (which is nearly double that of any of our current facilities) would run about \$24,000/year for upkeep and maintenance, though it needs to be clear that different park designs can have very different maintenance requirements. More accurate cost estimation can be done based

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on what is learned during the first year of operation for the new facilities – Pier, Glenhaven and Holly Farm. Records from MS-2000 can be used for this.

Based on experience at Glenhaven, it would be good to have a 36" paved path around the entire site, to provide a safe margin for people to come out of the bowls and allow others to navigate around the park. Currently people walk off the concrete apron, causing soil compaction around the skatepark facility.

Generally, pathways should be used to provide direct access to skateparks in order to avoid unnecessary degradation of turf and other planted areas. Additionally, installation of a quick coupler for pressure washing would be useful.

Vandalism and Graffiti

Vandalism and graffiti affect skateparks, as they do all park facilities. It is unclear at this time the frequency or types of such damage at the skatepark facilities. At Pier Park, there were general issues with graffiti before the new skatepark was built. This continues to be an issue. Staff has observed that, while there was a rise in graffiti for the first few months following the opening of the new facility, the trend went back to pre-skatepark levels. Currently there are issues with the rule signs being damaged by vandalism and graffiti.

Close attention should be paid during these first few years to determine if particular types of features or surfaces are subject to more vandalism than others, so that future facilities can be designed accordingly to reduce problems.

There is a feeling within the skate community that those who use these facilities are not the primary source of vandalism. This is because it reduces the usability of the facilities, and because a traditional response to vandalism is to close the skateparks, which eliminates their usability altogether. Users clearly do not want this, since many of them advocated for years to get the facilities.

The conventional wisdom is that the better sited a facility is, the less likely it is to suffer such damage, both because visibility of the facility makes those doing the damage feel exposed, and because those using the facilities as they are intended feel safer in them. More use tends to deter those who intend to do damage.

Other jurisdictions have developed a range of responses from temporary to permanent closure of facilities. In some places skatepark managers have placed the responsibility for cleaning up graffiti and vandalism damage on the users. It is not clear if this is an effective deterrent or solution. Use of murals or other public art on walls may also help to deter graffiti.

Monitoring / Supervision

The Bureau does not provide routine supervision of activities in its facilities, with the exception of swimming pools and some summer play ground programs. PP&R will not provide on-site supervision or monitoring of skatepark users as a routine effort. While City monitoring or supervision can't be expected, it is anticipated that parents and older users will provide a level of monitoring simply by being there.

At the time of this writing only one of the 94 skateparks in Oregon has on-site supervision. This one park is also the only park that charges an admission fee for use. This skatepark monitor's responsibility is to collect the fees.

Installation of Internet streaming webcams may be considered if management challenges arise. Site installed cameras that stream directly to the web could provide users a forewarning of how busy a facility is and provide some security. These could act as a deterrent to crime and an opportunity to monitor the facilities from afar. While these are some potential benefits of webcams, in general, they are not being seriously considered at this time.

Programming

Providing programming for users of PP&R's new skateparks is a good way to introduce new users to the sport, prevent injuries, and teach them new skills and skatepark etiquette. This is work that the Program Coordinator can do.

To date several SUN School and Portland Public Schools after-school programs have provided these programs at facilities both in and outside the City of Portland. In the summer of 2007, skateboarding camps and fundamental lessons were provided at Glenhaven through the Roseway Heights (formerly Gregory Heights) Community School. They offered skate clubs as after school activities, camps during school breaks, and routine lessons that teach skills and skatepark etiquette. Continuing these efforts through SUN Schools and Community Centers will help people pick up these sports, allow others to expand their skills, offer opportunities for skills exchange between advanced and newer athletes, and expand use of these new facilities. Increasing community involvement and interaction will provide long-term benefits for the skatepark system.

Programming could go to a higher level for the larger facilities, where competitions and events could be hosted. These venues can provide opportunities to spotlight skills, get recognition and potentially advance in the world of professional skateboarding and freestyle BMX bike riding. Larger events can also serve as a regional draw, serving as revenue generators for the City. Certainly, one of the goals of a regional facility would be to serve as a venue for large regional events.

Establishing Ownership and Mentoring Stewardship

The focus of Portland's skatepark system plan is to create and sustain an environment that is safe and supported by its users, the neighborhood and the greater community. One goal is to create an environment that attracts users and benefits the greater public as well.

In other jurisdictions, older, more experienced skaters mentor new users. They often show by example what is appropriate behavior in a skatepark resulting in cleaner, safer skateparks. Older users have a vested interest in making sure that others do not jeopardize their skatepark.

Additionally, there may be opportunities to formalize this mentoring system by hiring experienced users to provide programming or leadership during peak use times. The Program Coordinator would be able to either fulfill this role, or help ensure that seasonal staff are brought on to do so.

Etiquette

Skateparks can be very busy, particularly during the first few months following their opening. Competition for use of limited space at any time requires cooperation among all users. There is an unwritten code of etiquette for use of skateparks. This is sometimes passed on from more experienced users to the newer ones. Sometimes signs are used to explain the rules, but their effectiveness is not clear. This is an opportunity to involve experienced users. They can offer input on how best to inform and educate new users.

Trained individuals could also be hired to provide programming, which can include training in skatepark etiquette, or leadership during peak use times or soon after new facilities open. While this may occur organically, the Bureau might consider taking a more active role in helping this happen, particularly if user conflicts related to poor etiquette become a problem.

Sustainability

The *Parks 2020 Vision* set a goal for a sustainability-minded Bureau. Incorporating sustainability guidelines into skatepark development is a relatively new concept but an important one as we develop a system of skateparks. Since skatepark development will often replace green spaces with concrete, it will be important to mitigate the environmental impact with various sustainable design and construction principles. Social and fiscal sustainability are also important.

PP&R has developed the following sustainability goals for the skateparks at Ed Benedict and Gabriel Parks. They will help the community realize the skatepark as a benefit to the park and the community as a whole.

SOCIAL SUSTAINABILITY

- Is free and easily accessible to all members of the community.
- Provides for all experience levels.
- Provides a safe and secure experience.
- Allows for a multitude of uses.
- Fosters community and promotes a sense of ownership from within the various user groups.
- Adds diversity to Portland's overall skatepark system with progressive features.
- Provides educational opportunities with regard to sustainable practices.

FISCAL SUSTAINABILITY

- Is made of long lasting, durable materials that minimize maintenance.
- Has the potential to reduce illegal use, damage, and vandalism of public and private property.
- Promotes ownership whereby users become invested in the appearance and maintenance of the facility to help reduce ongoing maintenance costs.
- Has the potential to attract donations from local businesses to reduce skating around their establishments.

ENVIRONMENTAL SUSTAINABILITY

- Allows for environmentally sensitive skateparks.
- Uses progressive and environmentally sensitive site development techniques.
- Promotes environmental stewardship with regard to embodied energy, material usage, and stormwater management. This will be achieved in the following ways:
 - Manage stormwater on site with stormwater planters, bioswales, rain gardens or infiltration trenches.
 - Drywells and soakage trenches may be used if all other stormwater management measures prove to be technically unfeasible.
 - Use coal combustion by-product 'fly ash' or furnace slag from steel production in the concrete mix; at least 15%.
 - Use recycled crushed concrete for a base rock under the concrete.
 - Use Forest Stewardship Council certified wood products for framing of concrete forms.
 - Use locally produced and/or manufactured materials.
 - Use native vegetation for stormwater treatment and shade.

- Use reused and/or recycled materials as secured by volunteers and as found acceptable by the contractor, e.g., imperfect granite and/or marble, and other recycled materials.
- Achieve a balanced cut and fill to reduce off-site hauling.
- Separate recyclable materials from construction waste.
- Establish a limited construction area to reduce compaction of existing landscapes.
- Preserve all existing trees.
- Abide by strict requirements for sediment and erosion prevention.
- Provide supplemental watering to reduce airborne particulates and dust prevention.
- Adhere to the current Salmon-Safe pesticide usage/application requirements.

Incorporation of these sustainability goals into the development of new skateparks will allow these facilities to function as quality public spaces that serve action sports enthusiasts as well as the general public. These goals will also allow skateparks to function as environmental demonstration projects and provide education opportunities for groups that are typically hard to reach using traditional outreach methods.

Use of sustainability goals presents great opportunities for partnerships with other city bureaus and private organizations as well. Currently, PP&R is partnering with the Bureau of Environmental Services to develop the skatepark at Gabriel Park.

Bikes, Blades, & Boards - An Adaptive Management Approach

The use of skateparks by freestyle BMX bikes is a sensitive issue with some very strong feelings on this issue on both sides. For BMX riders, the issue has to do with unfettered access to public facilities. For skateboarders, the issues have to do with being displaced by the bikes, the potential for injury, and excessive wear and tear on the skatepark caused by the metal stunt pegs on some BMX bikes.

PP&R researched this issue with other park providers and presented a discussion paper to PP&R managers and a sub-committee of both user groups. The intent of the discussion paper was to develop a greater understanding of the issues, the frequency of problems in existing skatepark and the success of various approaches. The result is that PP&R made a policy decision to allow all action sports users to use its public skatepark facilities. The intent of this approach is to promote social sustainability by requiring shared use.

Use of the facilities by BMX bikes may be modified over time based on confirmed reports of injuries or excessive damage. The use of stunt pegs will be evaluated at each site and decided upon based on neighborhood input and design direction.

The Bureau will watch carefully for deterioration of the facilities, and pay close attention to user conflicts to determine if the open use policy needs to be adapted or modified.

Options include providing exclusive use of the facility on different days or time periods to one or the other user groups.

Safety, Emergencies and Injuries

For emergency situations (medical or police), signs will be posted to specify the location (either address or cross streets) to assist in emergency response. This will be included on the Rules signs.

Much like football, hockey and lacrosse, injuries from skateboarding are inevitable due to the nature of the sport. Providing measures to reduce injuries and decrease response times is a goal of the Bureau. Rules signs will warn that these are hazardous activities.

Due to the high volume of young users, it might be good to consider creating a skate zone, similar to a school zone, for a block around the facilities. Speed bumps and crossings could be provided for safe access to the skateparks.

There are safety concerns associated with very deep bowls like at Pier. People and dogs have fallen into it in the dark, not realizing that it was there, and were unable to get out by themselves. Future sites should consider ways to allow access into the bowls for non-skaters, such as anchors for ladders. Some sort of fencing around the skate facility could reduce this potential hazard, as was done at Glenhaven to prevent soccer balls from entering the skatepark.

Projected Maintenance Costs/Cost Summary

PP&R developed general cost estimates for the construction of the different sites identified in the Recommendations. These costs provide a basis for the Bureau and others to start the planning work for approved skatepark sites.

These cost estimates considered basic site infrastructure or improvements. A detailed review of specific site conditions, current costs and requirements will be performed prior to establishing the budgets for individual projects.

At a minimum, a thorough cost estimate review will consider the following:

- Availability of potable water.
- Availability of shade trees.
- Potential irrigation modifications.
- Existing site furnishings (drinking fountains, benches, trash receptacles).
- Proximity to existing path system.
- Potential need for additional spectator support areas.
- If a Conditional Use land use review is required.
- Availability of restroom facilities.
- Street frontage improvement requirements.

- Availability of parking.
- Current permit fees.
- Potential for roof cover and/or lighting.

Fundraising & Partnerships

Skateparks present ideal opportunities for public / private partnerships with a variety of industries, commercial entities, school districts and other community groups who provide for youth since they are heavily used by youth. SPLAT recommends fostering partnership opportunities to facilitate development of the skatepark system and reduce the overall costs for planning, constructing and maintaining skateparks.

Some partnerships might include groups to donate or provide construction materials at discounted cost, sponsors to donate directly to general construction or by providing particular features or elements of a given skatepark facility. Such cost-saving opportunities should be routinely explored as new facilities are planned. Funding goals should be based on detailed cost estimates once a site has been identified for development.

Nike, Vans, the Tony Hawk Foundation, and private individuals have all made monetary donations to Portland's skatepark system. This funding proved vital to the ability to deliver successful projects. Currently a partnership has evolved with the Art Institute of Portland who designed its 2007 fall studio around the skatepark system. They will work with PP&R to produce materials that promote our system and provide outreach capacity.

Construction Materials

Skateparks can be built from a variety of materials. Typical options include cast-in-place concrete, wood or steel modular ramps, or pre-cast concrete facilities. In general, Portland has decided to focus primarily on cast-in-place concrete construction methods. This construction method arguably provides the most versatility for Portland's skatepark system while also producing the least noisy, the longest lasting, most durable surfacing currently available. To withstand bike use, concrete parks need to be built to 4,000 pounds per square inch.

Concrete parks typically cost more in terms of up-front capital investment, but long-term maintenance costs are anticipated to be less than other modular park types. Additionally, 81% of respondents to the user study conducted at the beginning of the siting process preferred to skate on concrete. Skateparks are here to stay and should be built with longevity and durability in mind.

Type of Skating Terrain Offered

With the variety of skatepark users (skateboarders, freestyle BMX bike riders and in-line skaters) come desires for different kinds of terrain. Some users may prefer one type of terrain while others may want to experience as many different skatepark styles as possible. See Chapter 3 for information PP&R collected on siting of skateparks during an online survey. This data revealed that age tended to place a part in skatepark terrain preferences.

Recognizing this desire for diverse skatepark styles, PP&R intends to provide a variety of features and elements throughout its system. In general, the goal is to provide a diversity of skatepark terrain, offering a combination of different street style and tranny (transition) style features.

Street style skating is typically a combination of ledges, stairs, railings and similar elements that mimic traditional city street features which skaters enjoy. While street style is practiced by people of all ages, it has more impacts on the body and it is typically more popular with younger (pre-teens and teenagers) skaters. Older skaters favor transition-style facilities –bowls, snake runs, and other ramp features that do not have as much air-to-ground impact.

In order to build a holistic skatepark system, some parks may offer only one style with another facility offering the opposite style. Most will offer a combination of terrain and skill levels. Every skatepark in our system has the ability to offer a unique and specialized user experience. Each skatepark may not represent all user groups but the complete system is planned to meet the diverse needs in our city.

Skate Dots

This plan recommends a skatepark system that includes a regional skatepark, district skateparks, and skatespots, also called "skate dots". This kind of facility, coined by the City of Seattle, should be considered in Portland's skatepark system development. Skate dots are much smaller developments that may only consist of one or two features - a ledge, a rail, a transition element, or a variety of other possibilities. Skate dots would cost significantly less then other skatepark developments, require little to no additional infrastructure, have low maintenance needs, and could be easily integrated into existing park space. For example, some parks with wading pools that are no longer usable could be redeveloped into skate dots.

These small features may be appropriate at certain parks in Portland that were not identified in the list of recommended sites for skateparks. If this is the case, community review for skate dot developments would be appropriate. Due to their low cost, there is a great opportunity to fund the development of skate dots through private sponsorships.

Skate dots may be a valuable strategy for responding to the demand for skateparks when there is limited funding available for larger skatepark developments. It is important to note that a small area with quality terrain will get significant use by skateboarders and other skatepark users.

Support Infrastructure

The amount of support infrastructure such as bathrooms, parking, drinking fountains, and lighting needed at a given facility depends on the size and expected use. Part of the site selection criteria includes consideration for existing infrastructure. The smaller the facility, the less likely it is that additional support facilities will be provided.

At district-level and larger skateparks, it is expected that trashcans, restroom facilities, drinking fountains, and seating for spectators will be provided. On-site parking may be needed for larger facilities. Paved access will always be provided to the skatepark from the nearest pedestrian walks.

Lighting and roofs to increase use are recommended for district and the regional facilities. A regional facility will also need electricity and seating capacity to allow for hosting of large events.

Rules

Standard rules for overall safety apply to any facility within a PP&R public park. While helmets and pads will not be required, it is strongly recommended that skatepark users wear appropriate protective gear.

It has been reported that requiring helmet and pad use does not necessarily improve user safety. According to the <u>Public Skatepark Development Guide</u>, the <u>Journal of Trauma-Injury Infection & Critical Care</u> reports "the more serious [skateboarding] injuries resulting in hospitalization typically involve a crash with a motor vehicle.' Those skaters displaced by helmet rules (because these rules cause them to choose to not use the skatepark) are essentially compounding their risk by returning to the streets. In an ironic twist, those administrators looking out for the welfare of kids are often unwittingly putting them more at risk by creating an environment that the skater does not wish to visit."¹⁰

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¹⁰ Whitley, Peter. *Public Skatepark Development Guide: Handbook for Skatepark Advancement.* Skaters for Public Skateparks, International Association of Skateboard Companies, and Tony Hawk Foundation, Portland, Oregon, 2007, pg. 88.

Requiring use of helmets and pads also imposes a higher level of responsibility on the City to ensure compliance. As laws regarding mandatory use of protective gear change, PP&R public skatepark rules will reflect local law enforcement requirements.

Hours of Operation and Lighting

Skateparks are generally accessible and open to the public during the standard hours of park operation like other facilities. Most parks are open except between midnight and 5:00 a.m. A few close at 10 p.m.

The issue of lighting has been discussed for some skateparks, particularly the district and regional facilities. There should be continued discussion on this with future advisory groups and neighborhoods to determine if this will work in a particular neighborhood, and if so, what are the appropriate hours, impact on the neighbors, etc.

Conclusion

Many factors are involved in producing quality design and development for skateparks and creating a successful management and operations strategy for the skatepark system as a whole. New solutions and innovative procedures should be adopted that allow skateparks and the larger system they are a part of to function as effectively and efficiently as possible.

The overarching goal for the siting, design, development, operations and management of skateparks is to meet user needs and ensure that the skatepark system has community support.

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Appendices

Appendix A: Process for Coming to Recommendations

Appendix B: Additional Information

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Appendix A: Process for Coming to Recommendations

There is no question that Portland was late to respond to the needs of skateboarders in our community with public skateparks. Efforts had been made, but (with the exception of the Pier Park skatepark) this work had never resulted in the development of a free public facility due to objections and concerns expressed by the local community or immediate neighbors. Many communities across the region and the state developed public facilities before Portland did. Therefore, they had much to share in terms of the lessons learned along the way.

Due to the success of those opposing skatepark facilities in Portland in the past, it was clear that a thorough and unimpeachable public process was needed to ensure the success of this effort. What follows is an outline of the process that PP&R used to educate itself and the community and the skatepark users. The goal was to solicit public involvement and support along the way. The desired end result was a solid, defensible process for the selection of potential sites for development as skateparks.

2002 Parks Levy

The skatepark siting process began with the support of the voters for the 2002 Parks Levy, which included funding to plan for and develop two neighborhood skateboard parks. With the passage of the Levy, PP&R outlined a public involvement plan to educate itself and the community, involve a public advisory committee, determine appropriate sites, and collect and share public opinion regarding potential new skatepark locations.

Self-Education

PP&R worked hard to educate planning staff, management, and operations staff about the range of issues in siting, designing, developing, and managing skateparks.

COMMUNITY QUESTIONNAIRE

A web-based questionnaire was developed to gather input on siting criteria, design features, site suggestions, preferences related to skatepark facilities, and management expectations. Skatepark users and parents had the opportunity to share their thoughts and make recommendations. PP&R received input and collected demographic information from more than 850 local enthusiasts and parents.

SKATEPARK PROVIDER QUESTIONNAIRE

PP&R hosted two web-based questionnaires requesting feedback from other municipalities. One was co-hosted and supported by the National Recreation & Parks Association. These questionnaires were used to gather input on skatepark facilities and management experiences. PP&R received input from more than 120 cities.

NATIONAL CONFERENCE ATTENDANCE

PP&R staff voluntarily attended two national conferences on skatepark siting, design and management. Staff participated in discussions with colleagues from other cities across the world who shared their experiences with skateparks.

HOSTING LOCAL SKATEPARK SUMMIT

In December 2003, PP&R held a public event to discuss local skateparks. Staff and stakeholders from cities throughout Washington, California and Oregon joined local stakeholders for a Skatepark Summit. The goal was to listen to and learn from experienced jurisdictions, users, and potential partners on what makes a successful public skatepark. There were 125 attendees from 35 cities shared their experiences with siting, design, maintenance and funding. Among those in attendance were members of the citizens advisory committee. The Summit was very well received and served its purpose of providing valuable lessons to PP&R and the future committee members.

SkatePark Leadership Advisory Team (SPLAT)

Following the summit in January 2004, the newly formed citizens advisory committee held their first meeting. This committee called themselves the SkatePark Leadership Advisory Team or SPLAT. Initially the group consisted of skateboard and BMX advocates, business leaders, parents, school teachers, risk management professionals, police officers, noise control specialists, junior high school students, and concerned citizens. Shortly thereafter a representative of each of the Office of Neighborhood Involvement (ONI) sanctioned neighborhood coalitions joined the committee to serve as a neighborhood conduit and sounding board.

The Roles and Responsibilities of the SPLAT, as outlined in the beginning of the process, was to:

- Advise the Director of Portland Parks & Recreation regarding development of a skatepark system plan for Portland.
- Develop a draft skatepark system plan that addresses a range of community issues.
- Serve as a forum for building consensus.

Almost immediately, SPLAT and staff agreed that the two sites funded by the 2002 Parks Levy would not meet the current need for public skateparks and that these first two skatepark development projects would simply represent the beginning of a larger system.

Committee meetings were open to the public and included time on the agenda for public comment and discussion. The meeting schedules and agendas were advertised on the project website.

SPLAT worked tirelessly to develop the goals and a vision for Portland's skatepark system. They were extremely committed, logging hundreds of volunteer hours during the System Plan process. Their efforts were instrumental to the development of the recommendations in this document.

Development of a Public Involvement Approach

SPLAT, staff, and a public involvement consultant worked together to develop an appropriately robust public outreach plan to ensure several opportunities for community input at key points during the siting process. The public involvement plan was also reviewed and approved by the leadership of all the neighborhood coalitions. The plan evolved throughout the 18-month process, with the range of opportunities for comment and public discussion being expanded over time.

Site Selection Criteria

Once SPLAT developed the vision for the system of skateparks and established a set of goals, they undertook the development of siting criteria to be used in evaluating potential sites. These criteria were intended to be sensitive to the livability of surrounding neighborhoods, environmental factors, infrastructure needs and the ability to create safe and secure environments for skatepark users and others.

PP&R staff researched 12 other cities that had skatepark siting criteria to evaluate potential sites. Staff presented the criteria used by the different cities and identified those that were used most commonly across all cities. These served as a starting point for discussion and a tool to help the team see what other cities had done.

SPLAT discussed the pertinence of each of the criteria as they related to Portland's vision, goals and community desires. Additional criteria were identified and drafted. The criteria were brought to the public and the neighborhood coalitions for review and feedback before the criteria for each of the tiers were finalized. The criteria were developed with different expectations for each of the three tiers of the skatepark system.

OPEN HOUSE #1 (MAY 2004)

The siting criteria, project goals, and the concept of a citywide network were presented at a public display at the Lloyd Center Mall. People were encouraged to offer feedback on the criteria, as well as offer specific sites to be considered.

NEIGHBORHOOD COALITION MEETINGS (MAY 2004)

The siting criteria and the goal of the skatepark system were reviewed and approved by each of the Neighborhood Coalitions. The Coalitions were also asked to distribute the criteria and other project information to each of their respective neighborhood associations.

Site Selection

With one of the goals of the SPLAT committee being to provide a set of recommended sites that had been rigorously vetted and approved by their respective neighborhoods, a series of steps was developed to select appropriate sites.

INITIAL SCREENING (JUNE-JULY 2004)

An initial set of preliminary screening criteria was used to determine which of the large number of sites deserved additional scrutiny. If the sites did not meet these preliminary criteria they were no longer considered. To pass this early screening phase a site had to:

- 1. Accommodate public access via mass transit.
- 2. Not be in a Natural Area Park. These are sites within the PP&R portfolio that are managed primarily for their ecosystem values.
- 3. Not be in an Environmental 'Protection' Zone. If they were, they would be unlikely to get the required permits to be constructed.
- 4. Have good passive observation opportunities from the street.
- 5. Be more than 100' from residential homes.
- 6. Not use the last remaining available open space in the site.
- 7. Not have excessively steep slopes.
- 8. Not threaten the loss of mature, healthy trees.

PP&R staff did a preliminary screening of sites to determine if basic criteria were met and which sites merited further consideration by SPLAT. Staff reviewed over 300 park properties, public school sites, brownfields, public properties, and other sites recommended by the community. PP&R analyzed sites through aerial photographs and personal discussions with maintenance staff and others familiar with the sites under consideration.

This initial site screening reduced the list of potential sites from well over 350 public and private properties to approximately 110.

SITE VISITS AND EVALUATION (MAY-AUGUST 2004)

Beginning in May 2004, staff conducted site visits to further evaluate each of the 110 sites that passed the initial site screening process. The list was further reduced to 65 sites that were found to meet the more rigorous siting criteria. At this point PP&R and SPLAT worked with the Office of Neighborhood Involvement (ONI) and each of the neighborhood coalition areas to establish a Site Evaluation sub-committee to personally evaluate how these 65 sites met the criteria. This sub-committee consisted of neighborhood coalition representatives, public safety officers, crime prevention staff, noise control officers, park maintenance supervisors and skaters and BMX riders. Nearly 30 people participated on these Site Evaluation sub-committee tours; spending over 40 hours looking at 65 sites over 10 separate tour dates.

The sub-committee visited each property to discuss the pros and cons of the site. Each member of the subcommittee looked at the site through a different lens. There was a good deal of shared learning as people began to understand each other's issues and concerns. During these visits, each person was asked to fill out an evaluation sheet for each site, ranking it against the criteria. Staff then collected and compiled the results. While not meant to be a scientific ranking, this process gave an overall impression of the sites that best fit the criteria. The list of potential skatepark sites was reduced from 65 to roughly 35 sites.

PUBLIC REVIEW OF SITES

Once the SPLAT site evaluation sub-committee narrowed the list of sites to those that truly met the criteria, PP&R began a broad outreach effort to gain public input on each of the sites still being considered.

WEB AND PUBLIC WORKSHOPS (NOVEMBER 2004)

PP&R posted a list and information sheet on the project website for each of the 35 sites being considered. The information sheets included a vicinity map, an aerial photo identifying the proposed location for the skatepark within the site and the strengths and weaknesses of each site as determined by the SPLAT site evaluation sub-committee. Public comments and thoughts on the sites were solicited. These sites included land owned by PP&R, rights-of-way owned by the Oregon Department of Transportation (ODOT), and public school properties in Portland Public and Parkrose School Districts.

In addition to the on-line opportunity for comment, in November 2004 the 35 sites that best met the siting criteria were presented to the public at three public workshops. These meetings were widely publicized through newspaper advertisements, email notices, flyers, press releases and community outreach. Each potentially impacted neighborhood and business association was invited and asked to help publicize these events. More than 650 respondents offered comment at these meetings and via the web.

SECOND ROUND OF SITE-VISITS (JANUARY – MARCH 2005)

Following the first round of public comment, PP&R and SPLAT took the community input received and worked directly with the neighborhood coalition representatives to conduct a final on-site review of the potential skatepark locations. This process allowed for SPLAT to incorporate the public input received on neighborhood issues and concerns and see how these manifested themselves on-site.

Led by the neighborhood coalition representatives, SPLAT visited all remaining sites under consideration in January 2005. Neighborhood and business associations were invited to visit the sites and discuss the opportunities and constraints with the SPLAT. Evaluation sheets were used to measure each site against the siting criteria.

This second opportunity for on-site review allowed for a site-by-site analysis as well as a more holistic view of how each site might contribute to the skatepark system. The discussion included things such as equitable distribution, service coverage for the city, availability for immediate or longer-term development, and management approaches.

At the completion of this phase of the process, SPLAT reduced the number of viable sites to 20. These sites were taken to the public for final review and comment.

PUBLIC/NEIGHBORHOOD MEETINGS (MARCH 2005)

In March 2005, PP&R and SPLAT, in cooperation with many Neighborhood Associations, hosted a series of eight public meetings throughout the City to review the list of 20 sites. The intent of these meetings was to gather direct input from the immediate neighbors and their communities. Signs announcing the meetings were posted at all potential sites, and all neighbors within 500 feet of each site were sent a direct mailing on the project and the public meeting details. Each meeting attracted between 35 and 125 attendants. Public comment on all sites was taken both in writing, and on-line through May 2005.

FINAL RECOMMENDATIONS

Following this round of public meetings SPLAT deliberated on each site. After much discussion, they came up with their final recommendations and a total of 19 sites were included in the final recommendations.

OPEN HOUSE #2 (MAY 2005)

The proposed citywide network and the 19 recommended sites were presented at a public display at the Lloyd Center Mall.

CITY COUNCIL ADOPTION OF RECOMMENDATIONS (JULY-AUGUST 2005)

The final recommendations were presented to City Council for adoption in July 2005 and were endorsed at the second reading in August. The recommendations covered the skatepark system and the list of recommended sites.

Appendix B: Additional Information

The following items are available at PP&R offices:

- 1) Existing Ordinances and Other Relevant Documents
 - a) City ordinances concerning skating
- 2) Public Workshops and other Outreach Documents
 - a) Early Survey of Users (date)
 - i) Quarter Sheet Flyers advertising online survey
 - ii) Coupons for Stickers reward for completion of survey
 - iii) Survey Results Skaters, BMX riders and In-Line Skaters
 - iv) Survey Results Parents of Skaters, BMX riders and In-Line Skaters
 - b) Stop and Talk for Criteria Clarification (May 2004)
 - i) Outreach Flyer
 - ii) Neighborhood & Community Input Regarding Site Design
 - iii) Proposed System Diagram
 - iv) Issues and Concerns
 - v) Draft Criteria for Review (May 2004)
 - c) Public Workshops (November 2004)
 - i) Press Release (October 12, 2004)
 - ii) Publicity Flyers (full sheets and quarter sheets used in schools)
 - iii) Letter to Neighborhood Coalition (October 27, 2004)
 - iv) Letters to Neighborhood and Business Associations (3 North/Northeast, Outer East and Southeast/West) (October 27, 2004)
 - v) Skate Park Siting Process (sent to Neighborhood and Business Associations)
 - vi) Public Workshop handouts:
 - (1) Workshop on Nov. 10, 2004 (North and Northeast sites)
 - (a) Welcome Page with Agenda and Skate Park Siting Process outline
 - (b) Sites Being Discussed with Site Information Sheets
 - (2) Workshop on Morning of Nov. 13, 2004 (West and Southeast sites)
 - (a) Welcome Page with Agenda and Skate Park Siting Process outline
 - (b) Sites Being Discussed with Site Information Sheets
 - (3) Workshop on Afternoon of Nov. 13, 2004 (Outer east sites)
 - (4) Welcome Page with Agenda and Skate Park Siting Process outline
 - (a) Sites Being Discussed with Site Information Sheets
 - vii) Skate Park Siting Public Comment Form (October/November 2004)
 - viii)Potential Skate Park Site Preference Sheet (based on voting at meetings)
 - ix) Summary of On-Line Survey Comments (December 10, 2004)
 - x) Summary of Public Comments on Skate Park Sites (Workshop and Web input) (Feb. 2005)
 - d) Public Workshops (March 2005)
 - i) Press Release (February 14, 2005)
 - ii) Publicity Flyers and Postcards to Neighbors (6 meetings Outer NE, Northeast, Inner SE, North, SW, Outer SE)

- iii) Skate Park Siting Public Comment Form (March 2005)
- iv) Skate Park Siting Process Public Comment Form on Siting Process (March 2005)
- v) Planning for a Skate Park System handout with map (March 2005)
- vi) Summary of Flipchart Comments from Public Meetings
 - (1) Outer NE Meeting, March 7, 2005
 - (2) Inner NE Meeting, March 8, 2005
 - (3) Inner SE Meeting, March 9, 2005
 - (4) North Meeting, March 10, 2005
 - (5) Southwest Meeting, March 14, 2005
 - (6) Outer SE Meeting, March 15, 2005
 - (7) Rieke Elementary School Site, March 29, 2005 (Meeting scheduled by Hillsdale Neighborhood Association)
 - (8) ODOT Steel Bridge Meeting, May 2, 2005
- vii) Summary of Comments from Workshops and Online Input (March/April 2005)
- viii)Letter from Roseway Neighborhood Association (March 7, 2005)
- ix) Letter from Russell Neighborhood Association (May 7, 2005)
- e) Final Recommendations (June 2005)
 - i) Press Release (May 19, 2005)
 - ii) Skate Park Siting Recommendations flyer (June 2005)
 - iii) Map of Final Skate Park System (June 2005)
 - iv) Skate Park Size Comparison Chart

3) SPLAT Documents

- a) Committee Bios
- b) Charge to the Committee from PP&R Director (1/27/04)
- c) Advisory Committee Roles and Responsibilities as adopted by SPLAT
- d) SPLAT Meeting Minutes 1-16
- e) BMX Sub-committee meeting minutes 1-3
- f) Kitty's Resignation Letter

4) Other Siting Process Documents

- a) List of Site Selection Criteria from Other Planning Efforts
- b) Ranked List of Site Selection Criteria from Other Planning Efforts
- c) Skate Park Sites and Criteria Evaluation Exercise
- d) Site Selection Criteria and Goals (Adopted by SPLAT)
- e) Site Evaluation sheets for all sites evaluated
- f) Park Site specific sheets (pdfs)
- g) Steel Bridge Study
- h) Westmoreland Recap
- i) Noise Study Handout

5) Selected Press Clippings